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# The Hongkong Telegraph

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三拜禮 號九月八英曆 WEDNESDAY, AUGUST 9, 1922. 日七十月六

## THE ALLIED CONFERENCE.

### Criticism of the French Proposals.

(Reuter's Service.)

London, August 8.  
At today's sittings, the committee of Finance Ministers and experts made great progress in the consideration of Mr. Poincaré's proposals. The Committee re-meets to-morrow morning to draft its report. The full conference will probably consider the report in the afternoon.

Information from a French source indicates that the British representatives criticised the proposals as likely to produce a poor result while risking ultimately the disorganisation of Germany's economic life. A French report says it is estimated that the measures would produce three or four hundred million gold marks.

### A French Report.

It is learned from a French source that the Committee of experts has decided to recommend that 25 per cent. tax on German exports be collected directly by the Reparations Commissions on the despatch of goods instead of Germany paying the equivalent on a round sum as now.

### French Proposals Rejected.

Later.  
It is understood that the majority opinion of the Committee of experts is against the French proposal for the establishment of customs and the imposition of taxation in the occupied area. The proposal to seize mines and forests is also rejected but the Committee will be invited to consider a system of guarantees ensuring a supply of coal and wood for the Allies. The proposal to ask Germany to agree to a share in her industrial concerns being given to the Allies is likewise rejected. The Committee generally favoured Signor Schanzer's view that there was a contradiction between granting a moratorium and taking German property. It was also held that these steps were unnecessary in view of the guarantees lately imposed by the Committee of Guarantees. It was felt necessary not merely to look at some of these matters from a financial standpoint but to take into account their political and moral effects.

The French Minister of Finance did not attend the afternoon meeting.

## COUNTY CHAMPIONSHIP.

### Has Surrey's Chance Gone?

London, August 8.  
At the Oval, Nottingham led Surrey on the first innings.  
At Manchester, Yorkshire led Lancashire on the first innings.  
At Canterbury, in the match for Woolley's benefit, Hants led Kent on the first innings.  
At Worcester, Essex led the home county on the first innings.  
At Bristol, Somerset led Gloucestershire on the first innings.  
At Brighton, Middlesex beat Sussex by 21 runs.  
In the Warwick v Derby match at Birmingham and the Northants v Leicester match at Northants the teams did not complete an innings.

### Surrey's Chance Badly Prejudiced.

Nottingham led Surrey quite a different complexion on the county championship, which hitherto looked to rest between Yorkshire and Surrey. The latter's chances are now well-nigh extinguished. Nottingham are playing with such splendid consistency that they constitute a strong menace to Yorkshire's prospects.

## TO ARREST BRITISH VESSEL ON THE HIGH SEAS.

### U. S. to Make Liquor-Smuggling Test Case.

New York, August 8.  
New York's "Prohibition Navy," consisting of an ex-submarine chaser engaged in combating liquor-smuggling in the neighbourhood of the port, has put to sea with orders to arrest the British schooner Minnie Wallace, whether found in territorial waters or not.  
The Prohibition authorities state they have evidence that the Minnie Wallace sold a hundred cases of whisky to smugglers, who were captured in trying to land it at New York on Sunday night. The Deputy Surveyor of the Port of New York has stated that the Government is determined, if the Minnie Wallace is captured on the high seas, to make it a test case to decide whether a vessel may not be seized when it can be proved that she is used for the purpose of violating the laws of the United States.

## BRITISH WORLD-FLIGHT.

### Air Ministry's Support.

London, August 8.  
Three British air officers, Captains E. J. McCloy, R. H. McIntosh, and P. Tymms, propose to start in the spring of 1923 on a world flight on a Fairey seaplane from England by way of Bordeaux, Athens, Basra, Bombay, Rangoon, Hongkong, Tokyo, the Aleutian Islands, Vancouver, Canada, America, Newfoundland and the Azores. The Air Ministry has promised every assistance. It is intended that the whole flight shall be made in one machine.

## MANDATED TERRITORIES IN THE PACIFIC.

### Question of Chinese Labour.

Geneva, August 8.  
The report of the Permanent Mandates Commission read at the plenary session noted that in regard to the mandatory territory in the Pacific, owing to the shortage of native labour, the mandatory Powers felt obliged to import Chinese male labour, a step which was attended by some danger to the native population. The Commission hopes that the question will be more closely considered in future reports of the mandatory Powers.

## IRISH IRREGULARS CAPTURE CABLE STATIONS.

### Communication with America Disorganised.

London, August 8.  
Cable communication between Europe and America has become disorganised in consequence of irregulars at Kerry capturing the Valentia cable station, bringing the Commercial Union Telegraph Company's service to a standstill and embarrassing the

## COMBATING SEDITION IN INDIA.

### Sikh Leader Sentenced.

(Reuter's Service.)

Simla, August 8.  
Mota Singh, leader of an armed gang of Akali Sikhs, who was arrested in the Jullundur district in July and convicted of sedition, has been sentenced to five years' imprisonment and transportation, with a year of rigorous imprisonment.

### New Governor of Bengal Refuses to Grant Amnesty.

Calcutta, August 8.

Lord Lytton (the recently-appointed Governor of the province), who is touring Bengal, has twice refused to consider an amnesty of political prisoners.

Replying to an address yesterday his lordship opined that the country was quiet because the disturbers of the peace were in gaol.

## INTERNATIONAL MINERS' CONGRESS.

### Uniform Programme of Aims.

Berlin, August 8.

The International Miners' Congress is being held at Frankfurt-on-the-Main, with 119 delegates from eleven countries, including Britain, United States, France, Belgium, Holland, Germany, Austria, and Hungary, representing over two million miners.  
The conference adopted by 85 to 13 a resolution by Mr. Frank Hodges requesting the governing body of the International Miners' Federation to draw up a uniform programme of aims and demands to be carried out in the mining districts of all countries, each country undertaking to support in every way possible the efforts of all other countries towards the realisation of this programme.

## THE RUSSIAN FAMINE.

### Serious Position in the Crimea.

Geneva, August 8.

The International Committee for aid to Russia states that the position in the Crimea is likely to become serious. Not more than one-fifth of the area cultivated before the war is now being cultivated while locusts have almost destroyed the wheat crop down last year. The plague of locusts has also extended to the province of Samara, where it is difficult to estimate how much of the crop is left for human consumption.

## MEXICO'S EXTERNAL DEBT.

### Agreement with International Bankers Ratified.

Mexico City, August 8.

President Obregon has ratified the agreement relative to the external debt mentioned in the message of June 17. It will now be submitted to Congress.  
[The earlier cable stated that the Mexican Secretary of the Treasury had signed an agreement with the International Bankers' Committee, covering all phases of Mexico's external debt.]

## DISORDERLY CHINESE QUARTERS IN HOLLAND.

### Wholesale Deportations.

The Hague, August 8.

The police at Amsterdam and Rotterdam raided the Chinese colonies and arrested over six hundred Chinese as the result of the recent great increase of murders in the Chinese quarters. All the arrested except a few who can prove that they have a proper means of living in Holland will be deported to China.

## GENERAL STRIKE IN PORTUGAL.

### Protest Against New Cereals Law.

Lisbon, August 8.

A general strike has been proclaimed as a protest against the new cereals law and the rise in the price of bread. Most of the shops have closed and traffic is paralysed. The military bakery is ready to supply bread. The authorities are taking energetic measures to maintain order.

## THE U.S. RAILWAY STRIKE.

### Leaders to Confer at Washington.

Cleveland (O.), August 8.

At the suggestion of the railway strike leaders, the president of the Locomotive Engineers' Union has invited sixteen other railway unions to attend a conference at Washington on Friday, the object being to avert the impending calamity of a collapse of transportation.

## THE RUSSIAN THRONE.

### Grand Duke Cyril's Claim.

Paris, August 8.

A document has been published in which the Grand Duke Cyril proclaims himself guardian of the vacant throne of Russia, and announces that he will refer to the Russian National Council for confirmation of his legitimate rights.

## RUSSIANS REFUSE CARGOES.

Riga, August 8.

Three steamers, loaded with various goods, were sent home from Petrograd last week because the Commissariat of Foreign Trade refused to allow them to unload cargoes.

## SWATOW DISASTER.

### Generous Local Help.

As time passes, news comes to hand which goes to show that the terrible disaster which has overtaken Swatow and neighbouring places is even more alarming in extent than was at first reported. Many native towns on the coast and inland have been practically wiped out, and the casualties must be one of all proportion to the first conservative estimates. It will take days to learn of the exact extent of the disaster.

The Swatow, which has just arrived from Swatow, brings little fresh news of the disaster. The chief officer told a *Telegraph* reporter this morning that some five hundred bodies a day are being recovered from the harbour. The dead are piled in the streets and are taken to the marshes for burial. He also noticed piles of coffins in the streets.

### A Subscription List Opened.

The Hongkong General Chamber of Commerce, at the express wish of many of its members, has today opened a subscription list at its offices for the assistance of the stricken area. In Swatow's present state, food, especially rice, is the need rather than money; but for greater facility money gifts also are invited, which will be converted into food shipments. The subscription list will be open from 6 a.m. to 5 p.m. daily, and from what we hear, it is anticipated that British firms and those of other nationalities will respond readily.

As will be seen below, at two o'clock this afternoon nearly thirty thousand dollars had already been subscribed. It may be mentioned that the fund is not confined to members of the Hongkong General Chamber of Commerce; any firm or body or private individual may contribute.

The first subscription list is:

H. E. The Officer Administering the Govt. and Mrs. Severn	\$ 500
Hongkong & Shanghai Banking Corp.	5,000
Messrs. Jardine, Matheson & Co., Ltd.	2,000
Messrs. Butterfield & Swire	2,000
Messrs. The Asiatic Petroleum Co., Ltd.	2,000
The Indo-China Steam Navigation Co., Ltd.	2,000
Messrs. Gibb, Livingston & Co., Ltd.	1,000
The Hongkong Electric Co., Ltd.	1,000
Messrs. Mackinnon, Mackenzie & Co., Ltd.	1,000
Messrs. Shawan Tomes & Co.	1,000
The Union Insurance Society of Canton, Ltd.	1,000
The Hongkong Hotel Co., Ltd.	1,000
Messrs. David Sassoon & Co., Ltd.	1,000
The Hongkong Fire Insurance Co., Ltd.	1,000
The Canton Insurance Office.	1,000
The Hongkong & Kowloon Wharf & Godown Co., Ltd.	1,000
The Hongkong Land Investment & Agency Co., Ltd.	1,000
The China Sugar Refining Co., Ltd.	1,000
The Hongkong & Whampoa Dock Co., Ltd.	1,000
Messrs. Dowell & Co., Ltd.	100
The Holland China Trading Co.	500
The Star Ferry Co., Ltd.	500
A Sympathiser	250
J. Mitchell, Esq.	20
	\$28,270

### Chinese Help.

Mr. Lo Chung Kue, Chairman of the Tung Wah Hospital Committee, has pleasure in informing the Editor of the *Hongkong Telegraph* that Sir Robert Ho Tung has opened the Chinese subscription to the Swatow Relief Fund with a donation of \$5,000.

The appropriation of \$10,000 for the relief of the distressed people of Swatow and that subscriptions be undertaken by the Hospital in conjunction with the Chinese General Chamber of Commerce, were the resolutions passed at the meeting of the Tung Wah

Chiu Eight District Commercial Association sent four representatives.

The Chairman explained that the meeting should have been held earlier, but the delay was caused by the delayed letter of the Chiu Chau Association, which did not reach him until late on Monday afternoon. The Hongkong Government had sent food-stuffs to Swatow and the Hongkong General Chamber of Commerce had decided to follow suit.

100,000 Casualties.

At the request of Mr. Ip Lan-chuen, Mr. Wong Siu-yu, one of the representatives of the Chiu Chau Association, stated that the information which his Association had received showed that the catastrophe was absolutely unparalleled in the history of Swatow in casualties and damage. However extensive the destruction of life and property in Swatow itself, it was feared that the deaths and damage in the neighbouring places had been more serious, as they were so situated that they received the full force of the typhoon and the tidal waves.

A number of villages contiguous to Swatow were involved, and it was estimated that one of them alone lost over 10,000 of its inhabitants. Chiu On, a place about 90 miles from the sea, was also struck by the typhoon, and many houses collapsed. The estimates published by no means represented the exact toll, which, when investigations were completed inland, would no doubt be in the neighbourhood of 100,000. The Chiu Chau Association had sent representatives to Swatow to conduct investigations into the immediate needs. The problem before the Association, in which the co-operation of all charitably-minded people was cordially invited, was of a double character. The importance of prompt relief was, no doubt, realised by all, but another matter which called for attention was the reconstruction of the town. Mr. Wong Siu-yu expressed the hope that all present would give their co-operation.

The Chairman proposed that \$10,000 be appropriated from the surplus of the Flood Relief Fund of the Hospital for relief work in Swatow, this amount to be made good by subscriptions later on.

Mr. Li Po-kwai seconded and the motion was unanimously carried.

Telegrams to Chinese Overseas.

Mr. Ip Lan-chuen, Secretary of the Chinese Chamber of Commerce, said that yesterday afternoon he received an enquiry from a representative of the Hongkong General Chamber of Commerce as to what steps the Chinese Chamber proposed to take in connection with the relief of the typhoon sufferers. He (Mr. Ip Lan-chuen) replied that the Chamber would work in conjunction with the Tung Wah Hospital and suggested that the Hongkong General Chamber of Commerce act independently. He also suggested that British or Chinese Hongkong men be sent to Swatow to undertake relief work in conjunction with "L.B.M. Consul there. The representative of the foreign Chamber said he would convey the suggestion to his Chamber.

On the proposal of Mr. Ip Lan-chuen it was decided that the Tung Wah Hospital send telegrams to various parts of the world soliciting subscriptions from overseas Chinese. This, it was explained had been done on previous occasions such as when the interior suffered from flood, etc.

Thanks to Douglas Company.

That the Hospital depute men to Swatow to investigate the conditions there to facilitate relief work was urged by Mr. Ho Wah-tung. Mr. Ho said that the immediate needs should be first ascertained. In view of the big casualties there must be an acute need of coffins.

Mr. Wong Siu-yu said that the Tung Wah Benevolent Association at Swatow undertook the treatment of the wounded, while the Chuen Shum Charitable Association would arrange for the interment of the dead.

## ANCIENT WEAPON DISCOVERED.

### Chinese Relic in Queen's Road.

An interesting find was made by police during excavations on the site of the new A.P.C. building in Queen's Road Central. This is the barrel of what appears to be a large cannon of antiquated pattern. Though rusty from its long burial the condition of the metal appears to be quite sound. A Chinese, whom a *Telegraph* reporter questioned on the discovery, averred that the cannon was made in China, was one hundred years old, and was mounted on that spot before the days of the British occupation of Hongkong, to guard the Island from the ravages of pirates.

There does not appear to be any other intention at present than to consign this old weapon to the scrap heap.

## News in To-day's New Advertisements.

A second extraordinary general meeting of the South China Morning Post Ltd. will be held on August 28.—Page 4.

An extraordinary meeting of the Jockey Club will be held on August 15 to consider arrangements at The Race Course for the parimutuel and member's enclosure.—Page 4.

The T. K. K. give the usual advice to consignees of cargo per Shingwa Maru on Page 5.

The Jungle Goddess is showing at the Kowloon Theatre to-day.—Page 12.

Thomas Edison is here.—See Page 4.

### LISTEN!

If you want to have good business right through the year then keep right on advertising.

The University of California Glee Club have a special engagement on Saturday at the Repulse Bay Hotel.—Page 7.

The Old folk like the Victrola.—Page 6.

Lammett's are calling off white and coloured printing paper to-morrow.—Page 4.

The S.A. Bank will sail for Bangkok on August 14.—Page 3.

The Peninsula Hotel Garage will open on August 15.—Page 4.

## To-day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 5.9/10d.

## The Weather.

2 p.m. Barometer:—29.55. Temperature:—83. Humidity:—68.

## Lighting Up-Time.

Lighting-up time to-day, 7.00 a.m.

It was decided that collections start on Thursday by the Hospital in conjunction with the Chinese Chamber of Commerce.

During the meeting mention was made of the intention of the Government to send another 100 tons of rice to Swatow.

On behalf of the Chiu Chau Association the Chairman expressed his thanks to the Douglas Steamship Company for a contribution of \$500 for relief purposes, and the offer to carry foodstuffs for relief to Swatow free of freight.

Yesterday the Relief Fund Committee of the Chiu Chau Eight District Commercial Association, managed to collect about \$20,000 subscriptions from the mercantile community.

Last night the Association held a meeting to discuss means of







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## SCIENTIFIC MASSAGE.

Mr. Nankwatsu Akaji.

A Graduate of the Tokyo Massage School, has opened a massage room on the 1st Floor of 2 Queen's Road, Central. Office hours from 10.30 a.m. to 5 p.m.

Mr. Akaji gives massage on scientific lines, based on instruction in anatomical physiology.  
For further treatment—\$2.00 per visit.

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Telephone 4050.

## A HUNGHOM ROBBERY

## Contractor Attacked.

Before Mr. E. W. Hamilton at the Magistrate's Court yesterday afternoon, two youths named Tso Shun-tong and Mok Kiu-ping were charged on remand with robbing a painter, contractor of \$1.70 in money and a gold watch valued at \$30 in Chatham Road, Hunghom, with wounding the complainant with a dagger and with unlawful possession of a dagger.

Outlining the facts, Inspector Ans stated that about 3.30 a.m. on the 18th, July the complainant was passing Chatham Road in a public ricksha on his way home from Yau-mat to Hunghom when he was stopped by the defendant and two others. They assaulted the ricksha coolie, who fled, and pulled out the complainant after informing him of their intention of searching him for arms and opium. Their story that they were policemen was, however, not accepted by the complainant, who insisted that they take him to the Police Station if they wanted to search him. One of the defendants, the complainant's pockets and removed the money and the gold watch. The complainant seized the robber and did not release his grasp despite the fact that he was stabbed three times. Attracted by the complainant's shouts for assistance two watchmen of the Kowloon-Canton Railway rushed out from their quarters at the railway bridge at Chatham Road and helped the complainant in overpowering his captives. The other robbers escaped. On the 18th, July the first defendant was arrested on information by a district watchman. He was identified by the complainant at an identification parade on the 2nd without the slightest hesitation. Inspector Ans said that the complainant was stabbed by the two defendants.

Dr. Ip Kwan-mai, Medical Officer in charge of the Kwong Wah Hospital, gave evidence as to the nature of the complainant's wounds, two of which were on the left arm and in front of the left shoulder, respectively. The most serious wound was on the left side of the back, which narrowly missed the left lung.

After further evidence the case was adjourned.

## PERSONAL SCENE IN THE LORDS.

## Lord Carson and Ministerial "Sneers."

In the House of Lords recently, Lord Carson (C.) raised the question of pensioners of the Royal Irish Constabulary who had been driven from their homes by threats of assassination but had been refused assistance by the Government to leave Ireland on the ground that they did not come within the demobilisation scheme. He asked whether the Government were prepared to assist such men.

The Earl of Crawford (First Commissioner of Works) said such cases were not numerous. Sir Samuel Hoare's Committee was empowered while these troubles continued to afford such help to refugees as might be necessary in the circumstances of each case.

Lord Carson (C.) described the answer as unsatisfactory. Lord Carson said it was a strange thing to have support from a lifelong political opponent, yet nothing but sneers and objections from those who used to fight with him for the Union as if they were sincere.

Lord Crawford said Lord Carson was only replying by permission of the House. It was not usual in such conditions to make such an attack as Lord Carson had made on him, accusing him of sneering. He did nothing of the kind and repudiated the allegation with emphasis.

Lord Carson retorted that he cared nothing for the noble lord's lectures and had known him long enough to be able to value his opinions. It was no use trying to lecture him there when he (Lord Carson) was dealing with men who were being hounded out of Ireland by assassins. He was dealing with realities, and so long as he had any voice he would speak, no matter what lectures were given him from the opposite side. It was easy for them to sit in peace and quietness and safely making concessions to the murder gang in Ireland. Let the noble lord go to Dublin. The Government ought to be ashamed of such an answer and if anything happened to those men the Government would be responsible. He would raise the subject again.

Lord Crawford repeated that Lord Carson had not treated him fairly. He felt too profoundly on the subject to make a sneering answer.

A BRITISH-AMERICAN  
AMBASSADOR.Mr. Gerard Discusses the  
French View of Reparations.

Mr. J. W. Gerard, who was the American Ambassador to Germany from 1913 until the entry of the United States into the war in 1917, was the guest of the Manchester Club recently. His speech was the first he has made in England. Sir Edwin Stockton was in the chair.

Among the many ambassadors whom he had known, said Mr. Gerard, was a British ambassador who not long ago was in the United States, where he won their hearts by his charming personality and the delightful speeches that he made. It was that super-ambassador of Empire who was welcomed on his return the day before yesterday—his "Royal Highness the Prince of Wales"—that he meant. In a way and for a time, continued Mr. Gerard, he was himself a British ambassador, because during the war he had charge of British interests in Germany. He was given the task, which was very dear to him, of endeavouring to make the Germans treat with some decency those Britishers unfortunate enough to fall into their hands. His hearers could little realise what the horror of those prison camps was. For instance, civilians who were travelling abroad for business, pleasure, or instruction were put in a race-track to the number of four or five thousand, at Rubleben, to live there four or five years, six of them in a loose-box, many of them in haylofts three or four feet high at the sides. Many of the prison camps for the enlisted men were conducted with real cruelty.

## MEMORIES OF RUBLEBEN.

He knew that here in England we wanted to forget the war, and all wished to forget the hatreds engendered by the war, but he could not forget the patience with which those British prisoners endured their sufferings. The Rubleben camp was a great example of the innate power of organisation of the Anglo-Saxon race, because those men, without any resources, in a short time had organised and governed themselves so effectively, that finally the Prussians consented to withdraw all guards from the interior of the camp. There the prisoners established 198 educational courses, a very good orchestra, dramatic and operatic companies, and finally, through the efforts of the American Y.M.C.A., a large library. It was a wonderful example of the grit and persistence of the Anglo-Saxon. In Germany, of course, he met that extraordinary man, the German Emperor. "Often," remarked Mr. Gerard, "I have been asked in America to describe how he looked. He was almost exactly my height and build. I could have worn his clothes and he could have worn mine. I am sure he would rather have mine now." (Laughter.)

They were confronted with problems as great as, if not greater than, the problems they had faced together during the war. There was the problem of the exchanges. In his speeches and writings he had tried to persuade America to send out the great store of gold it was holding, in order to bring life into the arteries of international commerce, and he had warned America that they might be choked with gold. Suppose he had said that America secured all the gold in the world and the other nations should decide to make silver, for example, the standard, buying up ahead the product of the silver mines. Suppose they then said to America, "Keep your gold; we have got another standard." The only use for American gold if that happened would be for making jewellery and filling their teeth. (Laughter.)

England was faced, with the high tariff which the United States was about to establish. He would say frankly that American sentiment was against excusing the debts owing from Europe, and would continue to be opposed to it as long as the rich people of France did not pay an eighth of the taxation to which the people of the United States were subjected. Rich men in France paid practically no income tax at all in comparison with the people, and especially the business men, of Great Britain and America. After his recent visit to France, where he had talked with Mr. Poincare and other leaders, he felt that France was not imperialistic. But France felt that she must be prepared, because she had been frightened by 42 invasions of her soil, and especially by the prospect of a

Red army of a million, and a half men, officered perhaps by Germans and munitioned perhaps from factories with Germans at their head, standing in arms on the borders of Russia. But as for any imperialistic adventure, that in the present state of mind of France was impossible, because, as Marshal Foch had said to him, "war is a dangerous adventure."

THE GERMAN FINANCIAL  
DANGER.

Those engaged in export trade were faced by the extraordinary problem of the conditions in Germany. Great Britain and Germany were perhaps the only two countries in the world that were not self-supporting. They must make enough from their export trade to buy bread in foreign countries. So long as the present conditions in Germany existed—and they had very little to do with reparations—Britain would find it hard to compete in the markets of the world with the German working men. During the war the German working man was down to almost nothing. When the working man in other countries was buying silk shirts and pianos, in Germany he was satisfied if he could get enough potatoes to fill his stomach. Merely enough food to eat seemed to him to-day to be paradise, and so he was working for these abnormally small wages. The ounce of gold was still the standard all over the world, and the ounce of gold to-day would buy twice as much average labour in Germany as in Great Britain, and four times as much in Germany as in the United States.

He believed that in France they were willing to cut their reparations to a substantially lower figure. They did not expect the 132 million gold marks which were supposed to be due to them, but no public man could come forward to say so. What was hoped, he believed, was that some superior force or conference or agreement would say to them, "Take less; but the amount that is once fixed you will have, and no further reduction will be required of you." That, he thought, was the state of mind of the France of to-day. The French felt that if they made a concession—and so far, of course, they had received practically nothing—they would be asked to make a further concession, and would finally receive nothing at all. If the amount could be fixed he thought they would be ready to cut their reparations figure to a reasonable sum.

In Germany, continued Mr. Gerard, trouble might be expected in the late autumn, he thought. The German Government had the utmost difficulty with the fluctuations of the mark in comparison with the ounce of gold, and if the mark rose in value it would mean trouble from the Communist side, followed by trouble from the reactionary side. The problem of the German Government to-day was to keep the mark just about where it stood now. If it rose there would be trouble with labour, and, if it fell, all those billions of marks now held in foreign countries would be thrown on the market, and the market would break.

DOCKERS WIN OXFORD  
DIPLOMA.Youngest Student Who Has  
Ever Sat.

A Newport dock labourer, John Price, son of a workman, has won an Oxford University diploma in economics and political science. He has the distinction of being the youngest student who has ever sat for this diploma, being only 20 years old.

At the Bolt-street Council school Price won a scholarship to Newport high school for boys at the age of 11. On completion of his term of three years he started work as a dock labourer, but continued his studies, and in October 1920 he won a scholarship through the National Amalgamated Labourers' Union of which he was a member, to Ruskin College.

So satisfied were the college authorities with his first year's progress that they renewed the scholarship. On Whit Monday he sat for the Oxford diploma, and won it.

Price is an all-round athlete, and has been stroke in Ruskin College boat since he went there. His father is past president of the Newport Trades Council.

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## WATER WINGS

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## THE SINCERE CO., LTD.

EARL HAIG REJOINS  
WHISKY INDUSTRY.Director of Scottish  
Companies.

Field-Marshal Earl Haig will join the board of the Distillers' Company, Limited, after the annual meeting.

The Haigs have been associated with the Scotch whisky distilling industry for 300 years, and have at one time or another owned upwards of 100 distilleries. The family has been connected with the Distillers' Company, Limited, since its incorporation in

1877, the late John Haig, father of the Field-Marshal, being proprietor of Cameron Bridge, one of the distilleries originally taken over.

BROTHERS ON THE BOARD. John Haig and his son, Hugh Veitch, were original directors of the Distillers' Company, while William Henry, another son, was the first general secretary.

Earl Haig will shortly resume his seat on the board of John Haig and Company, Limited, of Markinch, which he vacated in 1915, when the controlling interest was acquired by the Distillers' Company.







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REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)  
 JASON 14th Aug. London, Antwerp & Hamburg  
 MENTOR 21st Aug. London, Amsterdam & Antwerp  
 THESEUS 4th Sept. London, Rotterdam & Antwerp  
 RHESUS 11th Sept. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
 KEEMUN 14th Aug. Genoa, Marseilles, Havre & Liverpool  
 NINGCHOW 2nd Sept. Genoa, Marseilles, Liverpool & Glasgow  
 HECTOR 20th Sept. Liverpool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)  
 IXION 29th Aug. Victoria, Seattle & Vancouver  
 TALHYBIUS 19th Sept. via Suez

## NEW YORK SERVICE

(via Suez or Panama)  
 TELEMACHUS 15th Aug. via Suez  
 TITAN 15th Sept. via Suez

## PASSENGER SERVICE

TEIRESIAS 17th Aug. for Shanghai & Japan  
 MENTOR 21st Aug. for Singapore & London  
 TEIRESIAS 25th Sept. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

**BUTTERFIELD & SWIRE**  
 (JOHN SWIRE & SONS, LTD.)  
 AGENTS.

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

The S. S.

**"BANKA"**

will be despatched on or about 14th of August 1922  
 taking cargo for

## BANGKOK

For Freight and further particulars please apply to  
**MANNERS & BACKHOUSE, LTD.**  
 Agents.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "SHINYO MARU"

From SAN FRANCISCO via  
 HONOLULU, JAPAN PORTS  
 & MANILA.

The above-named steamer  
 having arrived on Tuesday, 8th  
 Aug., 1922, consignees of cargo  
 are hereby notified to present  
 their Bills of Lading for counter-  
 signature, and take immediate  
 delivery from the Hongkong &  
 Kowloon Wharf & Godown Co.  
 Ltd. Godowns, where all cargo  
 impeding immediate discharge  
 will be landed at consignees' risk.

Storage will be assessed on  
 cargo remaining undelivered after  
 Tuesday, 15th August, 1922.

All broken, chafed and damaged  
 packages will be landed into  
 the Company's Godown, where  
 same will be examined on Tues-  
 day, 15th August, 1922, at 11 a.m.

No claims will be recognised  
 after the goods have left the  
 steamer or godown, and none  
 will be entertained if presented  
 later than three weeks after  
 arrival of steamer.

No fire insurance whatever will  
 be effected.

Y. TSUTSUMI,  
 Manager.

Hongkong, 8th, August, 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIME.

S.S. "CORDILLERE"

Consignees of Cargo from  
 Marseilles in connection with  
 the above Steamer are hereby in-  
 formed that their goods, with  
 the exception of Opium, Treasure  
 and Valuables, are being landed  
 and stored at their risks into the  
 hazardous and or extra hazardous  
 Godowns of the Hongkong &  
 Kowloon Wharf and Godown Co.  
 Ltd. at Kowloon, whence  
 delivery may be obtained immedi-  
 ately after landing.

Optional Cargo will be forward-  
 ed on unless intimation is received  
 from the Consignees before Noon  
 to-day requesting it to be landed  
 here.

Bills of Lading will be counter-  
 signed by the Undersigned, Goods  
 remaining unclaimed after the  
 11th inst., at Noon, will be sub-  
 ject to rent and landing charges.

All claims must be sent in to  
 me on or before the 14th inst., or  
 they will not be recognized.

All damaged packages will be  
 examined by Messrs. Goddard &  
 Douglas, on Friday the 11th  
 inst., at 10 a.m.

No fire insurance has been  
 effected.

A. JOBARD,  
 Actg. Agent.

Hongkong, 5th, Aug., 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE ADMIRAL LINE.

The Steamship  
**"PRESIDENT GRANT"**  
 having arrived from Manila,  
 via ports, on the 8th. inst.  
 consignees are hereby notified  
 that their cargo is being landed  
 at their risk into the Hazardous  
 and or Extra-Hazardous Godowns  
 of The Hongkong & Kowloon  
 Wharf & Godown Co., at Kowloon  
 and stored at consignees' risk.

Consignees of cargo must pro-  
 duce an Import permit signed by  
 the Superintendent of Imports  
 and Exports, Hongkong, before  
 Bills of Lading will be counter-  
 signed.

All broken, chafed and damaged  
 cargo is to be left in the Go-  
 downs where it will be examined  
 at 10 a.m. on 14th inst. by the  
 Company's Surveyors, Messrs.  
 Anderson and Asha.

All claims must be presented  
 within thirty days of the steamer's  
 arrival here, after which they  
 cannot be recognised. No claim  
 will be recognised after the goods  
 have left the Godowns, and cargo  
 undelivered on and after 15th  
 inst. will be subject to rent.

No fire insurance whatever will  
 be effected.

Consignees are requested to  
 send in their Bills of Lading for  
 countersignature immediately.

PACIFIC STEAMSHIP CO.,  
 United States Shipping Board,  
 Emergency Fleet Corporation.

Managing Agents,

THE ADMIRAL LINE.

4, Des Voeux Road.

Hongkong, Aug., 8th, 1922.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
 AND  
 CHINA MUTUAL STEAM  
 NAVIGATION CO., LTD.

Consignees per Co's. Steamer  
**"TITAN"**

are hereby notified that the Cargo  
 will be discharged into Holt's  
 Wharf, Kowloon, where it will  
 lie at Consignees' risk and sub-  
 ject to terms and conditions of  
 storage at Holt's wharf. The  
 Cargo will be ready for delivery  
 from Godown on and after 8th  
 August.

Optional cargo will be landed,  
 unless notice has been given  
 prior to steamer's arrival.

All broken, chafed, and damaged  
 goods are to be left in the  
 Godowns, where they will be  
 examined on any Tuesdays and  
 Fridays between the hours of  
 10.45 a.m. and noon within the  
 free storage period.

No claims will be admitted  
 after the Goods have left the  
 steamer's Godown, and all Goods  
 remaining undelivered after the  
 15th August, will be subject to  
 rent.

All Claims against the Steamer  
 must be presented to the  
 undersigned on or before the  
 29th August, or they will not be  
 recognised.

No Fire Insurance will be  
 effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 8th, August, 1922.

## FOR HAIPHONG AND HOIHOW.

Bills for Haiphong and Hoihow every  
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The favourable passenger steamer  
**RAI-MUN**

(Capt. Charles E. Page).

Apply Thos. Cook and Sons or Po Hing Tai,  
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## GERMAN SHIPPING PROSPECTS.

## Views of North German Lloyd President.

Herr Philip Heinke, president of the Norddeutscher Lloyd, was at Danzig recently for the purpose of attending the launching of the 31,000-ton liner Columbus, built for his company at the Schichau yard, and the authorities of the Danzig Technical High School took advantage of the opportunity to confer upon him the degree of doctor *honoris causa*. In an interview with a representative of the *Panzer Zeitung*, Dr. Heinke said that it was at first intended to give the ship the name of Hindenburg, but this plan had to be given up, as the appellation had already been appropriated by another German shipping company. The first Columbus, which was also built by the Schichau yard, had had to be delivered to the Entente, and had since been re-named the *Homeric*, and therefore it had been decided to have the second ship launched under the name which had now been given it.

The building cost of this vessel, Herr Heinke added, was very much higher than that of the *Homeric*, but it was a matter of immeasurable importance for German national life that a powerful German merchant fleet should again be formed; the extremely high freight and transport rates which had to be paid for German goods and goods intended for Germany had a most disadvantageous effect on the German trade balance, and everything had to be done in order to render the country independent of foreign shipping at the earliest possible moment.

Speaking of the present position of the German maritime industry, the president of the Norddeutscher Lloyd said that, as was well known, the German Government had paid the shipowners a subvention of twelve milliards of marks as compensation for their lost tonnage. Even in Germany this was frequently alluded to as a "present to the German shipowners," and on the French side it was used for the purpose of anti-German propaganda. This sum of twelve milliards, however, did not now represent anything like the expected one-third of the amount which the German navigation companies had paid by the handing over of their ships. This was clearly proved by the enormous increase that had taken place in the price of all materials used in shipbuilding since the amount was originally fixed, and the increase also in wages. The amount of compensation bore absolutely no relation to the sums which German shipowners now have to pay for their new tonnage.

## "ROBBED OF THEIR STRENGTH."

It had to be remembered, Herr Heinke continued, that through the loss of its ships, the German Mercantile Marine had suffered far more severely than any other branch of German economic life. Had they lost their property through the war, they would necessarily have had to put up with it. After the close of the war, however, they were robbed of their strength, because their ships were taken away from them by the Government in order to pay the enemy. The German shipowners were well aware that by handing over ships they were rendering a service to the German community. But that the so-called "milliard present" was not present at all, was clearly shown by the Versailles Treaty itself, which expressly laid it down that the German shipping companies were to be compensated by the German Government. The views expressed by Dr. Heinke are very widely shared

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The Doctor



The Writer



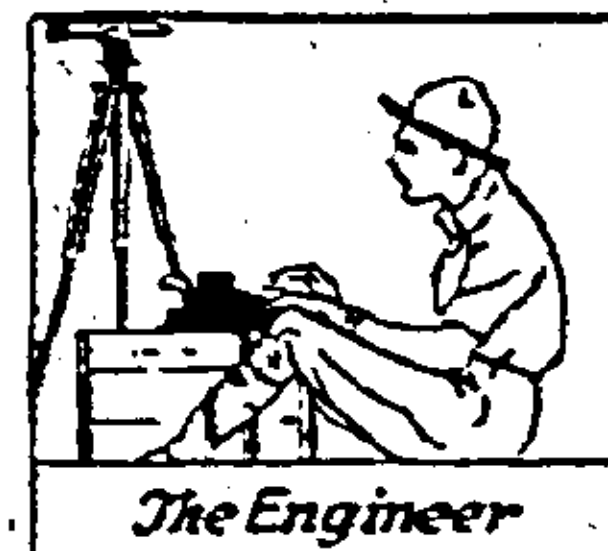
The Traveler



The Home



The Store-keeper

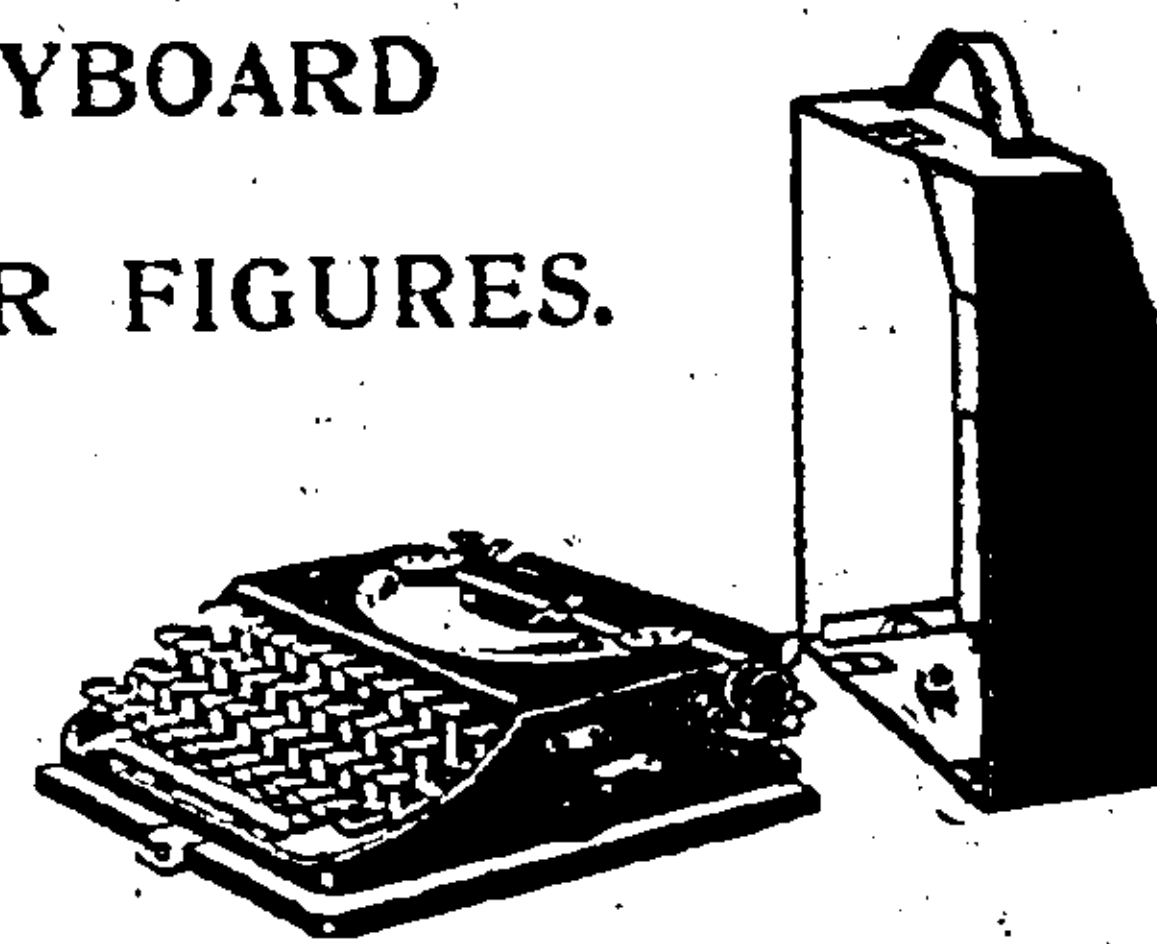


The Engineer

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in Germany, and particularly in shipping circles. Exception is frequently taken to statements in the "foreign" (i.e., non-German) Press to the effect that German shipping has recovered far too quickly from the "death blow" which was supposed to have been delivered by the Versailles Peace. Recently, for example, a French deputy declared that German shipping had completely recovered from the losses of the war, and was now in a far better position than French shipping. He based his contention on the fact that the traffic at Hamburg and Bremen had vastly increased. Naturally this assertion aroused a considerable amount of criticism in Germany, and it was dealt with in detail a few days ago by the *Hamburger Correspondent*. The reports of the German shipping companies which have recently appeared have been sufficient to show that although the recovery of German shipping can hardly be described as "complete," a very considerable amount of progress has been made. But as it is well to see both sides of the question, and for the sake of strict impartiality, a summary of the Hamburg journal's arguments may be given.

## A COMPARISON WITH PRE-WAR FIGURES.

Published statistics show that the maritime traffic at Hamburg during last year was more than double that of 1920. But if one considers the pre-war figures, the 1921 traffic at Hamburg shows a shortage of 34.4 per cent. as com-

pared with that of 1913. The picture changes immediately, however, when one analyses the traffic according to the nationality of the ships calling at the port. Out of a total of 8,401 ships representing altogether 9,400,000 tons which called at Hamburg in 1921, 4,479, with a total of only 1,900,000 tons, were under the German flag, while 1,589 ships of 2,980,000 tons were English, 47 ships of 1,600,000 tons were American, and the remainder were under other foreign flags. Before the war, says the journal quoted, the German flag covered 60 per cent of the total traffic. These figures, it is maintained, clearly indicate that the German ships in question were principally small coasting vessels making frequent calls. The large ships engaged in the ocean traffic were predominantly of foreign nationality, so that German trade was compelled to pay high freight rates. And the conditions were the same at Bremen.

Thus it is apparent that German ocean shipping has a lot of hard work in front of it before its recovery can be regarded as complete. The last edition of the German *Schiffahrts Jahrbuch* gives the following details as to shipbuilding activity of Germany as compared with that of other nations: In 1920 German launched 204,000 tons of merchant shipping; England 2,140,000 tons; and the United States 2,600,000 tons. In 1921 Germany's figure was increased to 509,000 tons, but this included ships which had to be handed over to the Entente. At the end of June,

1920, Lloyd's Register gave the total tonnage of German steamers as 419,000 tons, and in June, 1921, 654,000 tons, as compared with 5,130,000 tons in 1914. Thus in June, 1921, Germany had a much smaller merchant fleet than Denmark, Sweden, or Spain, to say nothing of other nations. With the increasing prices of shipbuilding, steel, and the enormous and rapid rise in wages, the prospect of a further expansion of the German merchant fleet cannot be regarded as favourable. From the German Government the German shipowners received 11,700,000,000 paper marks for the rebuilding of their expropriated ships. Before the war a ton of shipping cost 200 gold marks; to-day the price is 50 times as high.

For German national life, one of the most detrimental consequences of the war is the fact that the German export and import trades are still mainly carried on by foreign ships. Through freight payments to foreign shipowners, revenues go abroad which formerly remained at home, and this is one of the main causes of Germany's unfavourable trade balance and the low exchange value of the German mark.

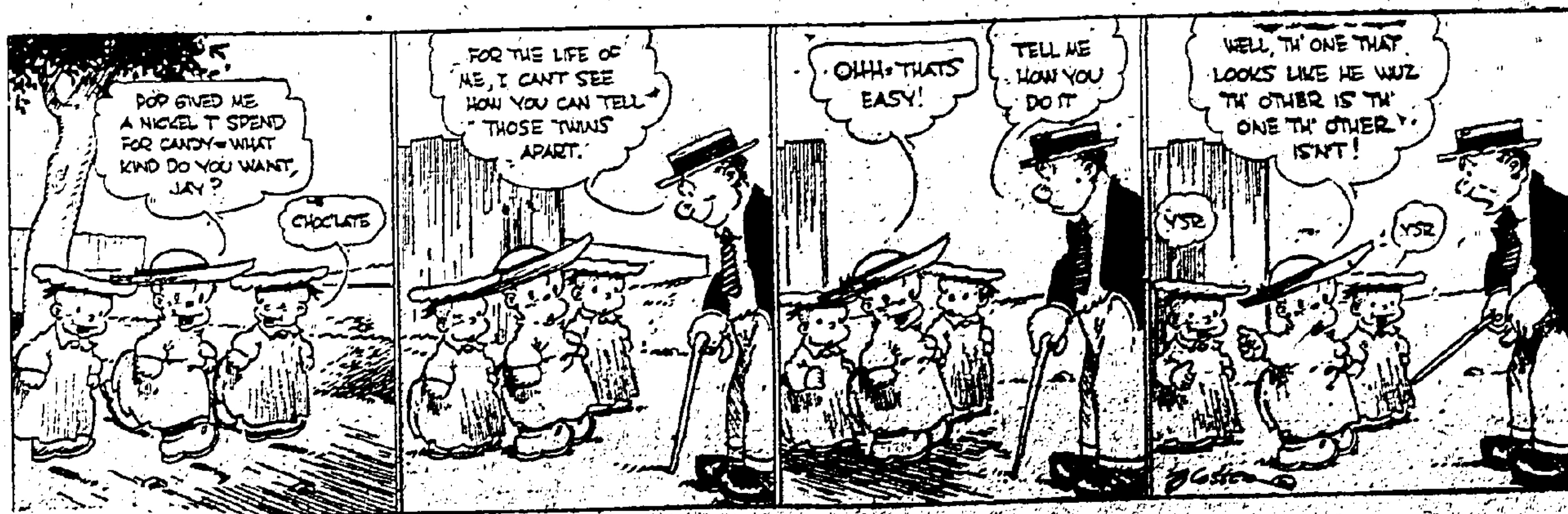
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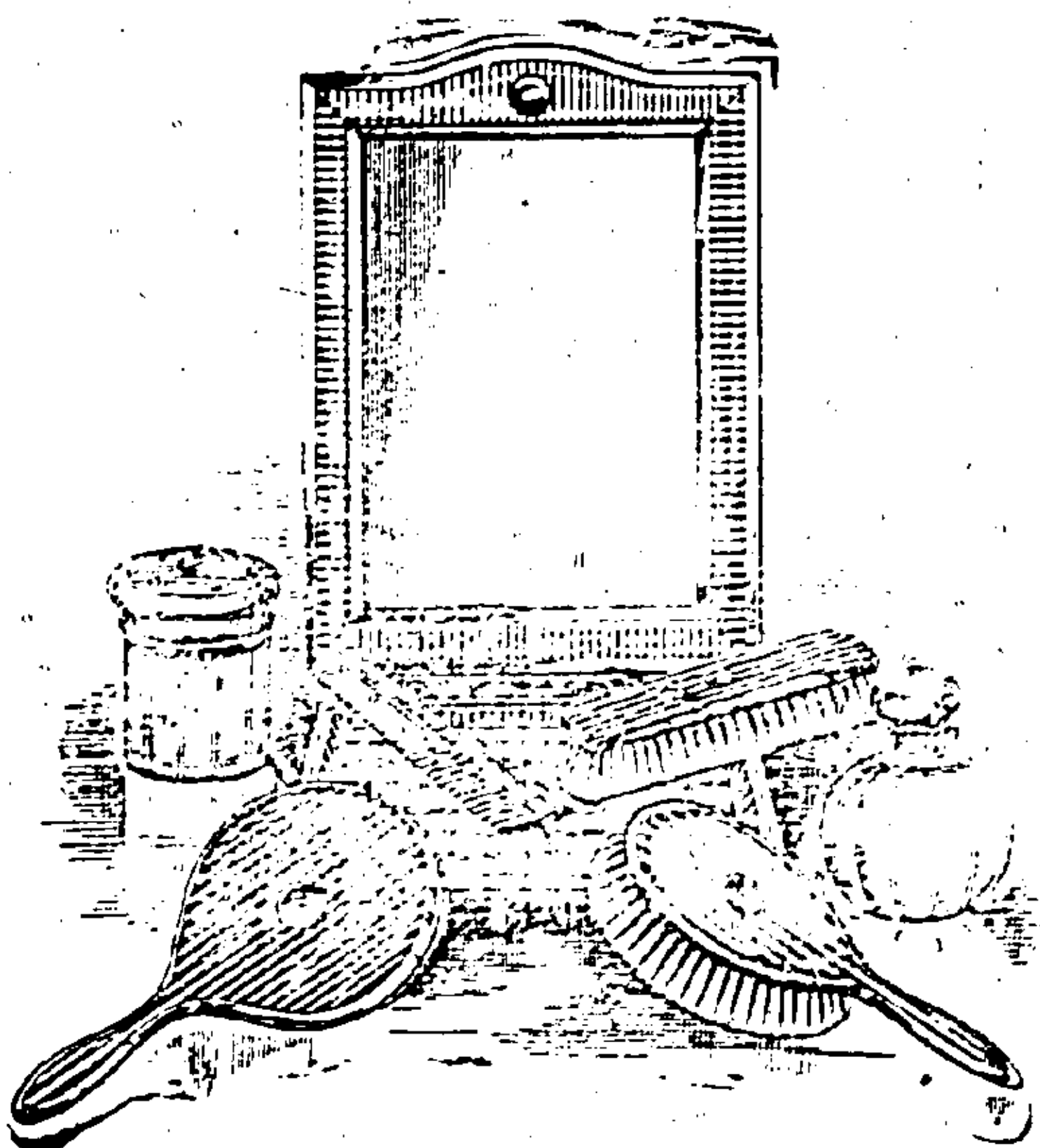
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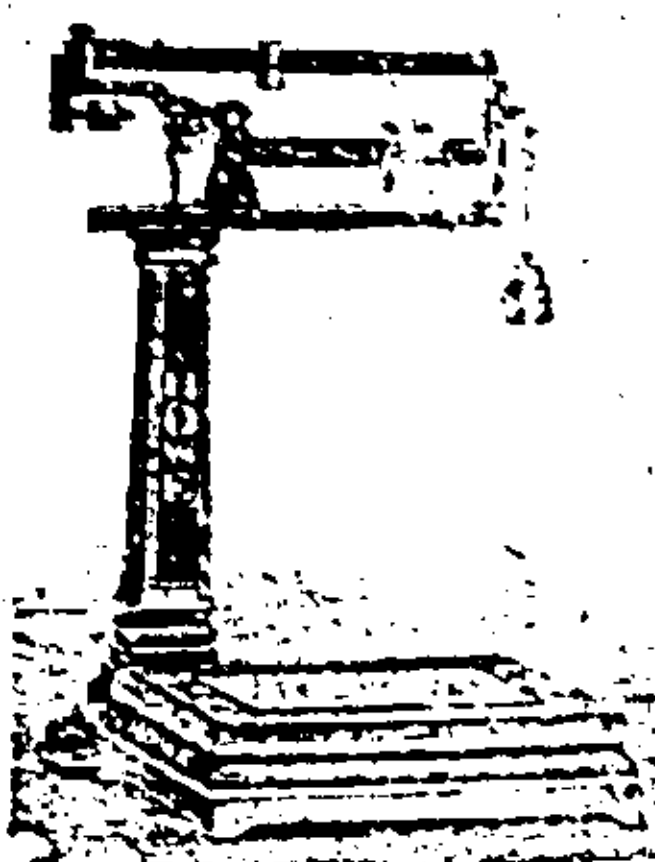
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## The Telegraph.

HONGKONG, 9th August, 1922.

### THE LONDON CONFERENCE.

With unusual celerity the Inter-Allied Conference now sitting in London arrived at a decision on the proposal submitted by the French Premier, although there was an abundance of material for discussion. The decision, however, only refers the proposal to a committee of Finance Ministers, but apparently it is anticipated that this committee will not take long to agree, as the cable speaks of its report being submitted to the conference in a day or two. M. Poincaré expressed a wish for his proposal "to be kept secret," as it evidently has been, since Reuters makes no mention of its terms. The expression "to be kept secret" not only stimulates curiosity, but raises a capital question of policy. Perhaps the French Premier was referring only to the short interval before the committee reports: to keep the proposal wrapped in mystery for longer would need some reason, of the strongest kind to justify it.

While M. Poincaré was reticent regarding his proposal, he spoke at considerable length in support of it, and the purport of his statements suggests that he has advanced a drastic kind of scheme, or is seeking to obtain priority for France, perhaps both. As the French Premier desired secrecy, it may be that he has hit upon a new device. If such is not the case, the probability is that his proposal runs on the lines already adumbrated by the inspired French Press, such as the control of German finances, perhaps including even the administration of business undertakings, and also deliveries in kind, supplementary, it is to be presumed, to those provided for by the Wiesbaden agreement.

As to priority, France receives very substantial preference in point of amount regarding the distribution of reparation payments, and she has also been accorded priority in date in respect of certain funds received from Germany. With regard to a general priority in the latter sense, it is difficult to see how France, enormous as were her sacrifices, can reasonably expect the Allies to agree to this. Mr. Lloyd George quoted indepen-

dent figures showing that Britain's war costs were considerably larger than France's, while Italy, relatively a poor country, sustained losses so heavy as to give her a big claim to consideration. The British Premier rightly drew attention to the further facts that the taxation burden in the United Kingdom is at least as large as that in the most heavily-burdened of the Allied countries, and that hundreds of thousands of Britishers are being supported by the Exchequer, while France has few unemployed. The question of war debts in general does not seem to have been specifically dealt with at present, but it is difficult to see how this matter can be ignored in the discussion. In relation to taking action against Germany, who he was disposed to think had not done badly, Mr. Lloyd George adopted the test of "what it was likely to produce." This, in the main, appears to be the rational procedure. It also emphasises once more the need of authoritative information concerning Germany's resources.

### Help for Swatow.

There will be nothing but public approval for the prompt manner in which the Hongkong Government has tendered assistance to the distressed people of Swatow and there will be general pleasure at the news which was obtained in the Government's letter which we published yesterday that the threatened food and water famine has been averted at least for the present. No one would wish to see the terrors of the typhoon itself added to for want of consideration by neighbouring ports and anything that can be done by our Government to alleviate the distress and suffering of the survivors will have the hearty endorsement of the general public. Private generosity is also coming well to the fore and it is encouraging to note that the British and Chinese commercial communities are very actively and generously interesting themselves in the good work. Yesterday's *Canton Times* contained a very well-worded appeal to the inhabitants of the City to do all that they could to assist, though it is to be feared that organisations have been so greatly disturbed owing to the recent fighting that it will be extremely difficult to get anything like a concerted movement, even for the cause of charity. The sympathies of all have undoubtedly gone out to the native population of Swatow—a city which suffered not so many years ago from the most disastrous earthquake ever recorded in this particular part of China. Eye-witnesses of the present damage estimate that it will take years for Swatow to regain complete normality: it should be the business of us all to lessen that period as much as possible.

### Germans in Canton.

Our readers were doubtless very interested yesterday to read the remarks of a *Telegraph* special correspondent in Canton on the subject of the ascendancy of things German in Canton. It has been known for months past that Canton was being well supplied with German goods, but it came as a surprise to us to learn that the Chinese were asking for them in preference to other foreign goods. Of course, the explanation, or a large part of it, is undoubtedly to be found in the fact that German goods can be sold much cheaper at the present time than other foreign goods, though as our correspondent points out, there will undoubtedly be some disappointment among the native dealers when they all discover that the German firms are not disposed to accept anything but sterling in payment of their bills. In spite of the fact that German goods are selling well, we are not in the least down-hearted and neither need be any British firm or anybody else. Trade in the past has lived because of competition and we are confident that British commercial interests are just as able to-day to compete for business as they always have been. If they are not, then they must expect to go to the wall. The best man wins in business just as in anything else and in the long run we shall doubtless attain the position to which we will have become entitled by reason of our efforts. It is up to all Britishers

### DAY BY DAY.

THE MAN WHO BLOWS HIS OWN HORN NEVER KNOWS WHAT IT SOUNDS LIKE.

Wei-hai-wei has withdrawn quarantine restrictions against Hongkong.

The Kwong Tai, from Shanghai, passed five floating dead bodies North of the Lamook's.

Four fresh cases of plague were reported yesterday, one of which has proved fatal. There was also a fatal case of diphtheria and one non-fatal case each of small-pox and enteric fever.

In the Supreme Court this morning, Mr. C. G. Alabaster, on behalf of members of the Bar, congratulated Mr. Justice Wood with regard to the "happy event" which had occurred in his Lordship's family. His Lordship expressed thanks on behalf of his wife and himself.

Last week's return of notifiable diseases shows that there were 13 cases of plague (13 fatal), two cases of diphtheria (one fatal), two cases of paratyphoid fever (none fatal), one fatal case of enteric fever and one non-fatal case of enteric fever. There were two deaths due to influenza.

Very great interest is being taken in "The Greatest Question," the remarkable film (one of D. W. Griffith's most famous productions) which is being shown at the Coronet just now. It tackles a very big subject—the fascinating conjecture of the chances of a life after death—in a very big way.

In connection with the report, which on appear another page of to-day's issue, stating that the residents of Cheung Chow have decided to build an Assembly Hall for the island, it is interesting to record that the plans have been prepared and gratuitously presented by Mr. A. G. Hewlett, architect, who has built several modern bungalows on the island during the past few years.

Our Hongkong youngsters have, through force of circumstances, to miss a good many of the joys that thrill the juvenile heart in other lands. The nearest they get to a circus is a performing monkey in the streets. Most of them have never had a glimpse of a "Zoo" even but Kowloon Theatre management are providing the next best thing just now in the shape of a wonderful animal adventure serial called "The Jungle Goddess," the third and fourth episodes of which are being shown to-day and to-morrow. It is a fascinating film, so full of thrills and so splendidly photographed, that it will appeal to everyone who sees it.

to see that those efforts are commensurate with what they expect in the way of trade.

### A European Y.M.C.A.

As will be seen in another part of to-day's issue, the local Y.M.C.A. Directors have decided to erect a big building on the Kowloon side, the purpose of which will be to give Europeans a Y.M.C.A. on a similar, yet better, lines than was enjoyed here before the War. It has always struck us as being something of an anomaly that ever since the rooms on the top floor of the Alexandra Buildings were closed down Hongkong has had no Y.M.C.A. facilities for Europeans although for the Chinese there has been very active catering. It has been known for some time past that the Y.M.C.A. authorities had a big sum of money in hand to be devoted to such a purpose as that now under way and it was only a question of being able to secure a suitable site before operations were commenced. In obtaining the splendid site next to the Kowloon Post Office the Directors are to be congratulated, more especially as they have had the wisdom to choose Kowloon as the venue. The Peninsula is rapidly growing and there are abundant indications that before very many years have passed Kowloon will become one of the most important, if not the main, residential and business districts of the Colony. There is no need to argue the desirability of a European Y.M.C.A. the urgent need of such an institution has been apparent. We are sure that all residents, and especially those who live in Kowloon, will welcome the new scheme and wish for it the fullest success.

### ROUND THE TOWN.

(By "Gadabout.")

In spite of an unsettled Saturday and Sunday, the weather managed to clear up a bit for the holiday-makers on Monday. There is not much to do in this Colony on a bank holiday and we have to content ourselves with our ordinary, every-day pleasures. Tennis seemed to be popular at most clubs on Saturday and Sunday, but the Indian Recreation Club managed to get off their twice-postponed tournament without any interruption, from the Clerk of the Weather, and a very enjoyable afternoon it was, too. The courts dried up a bit by Monday and devotees of tennis made up for the two lost days. Some spent the holiday at Happy Valley and Fanling, whilst others deported themselves in the briny at the various bathing beaches. Talking about bathing, there was a little excitement at Repulse Bay. Three members of the fair sex, all dressed up and looking very nice, got into a sampan. They pushed off from the shore but did not get very far out to sea, which, considering all things, was rather lucky. There was a fairly decent sea running at the time and, not being experienced sailors, the fair mariners soon got into difficulties. The waves were catching the frail craft broadside on. One dashed over them, giving them a good wetting, and the next caught the boat fairly and squarely and overturned it. They were not far enough away from the shore for there to be any danger and, except for a ducking, they were little the worse for their adventure.

What's this Registration of Person Ordinance that the Legislative Council want to put over us now? Under the new scheme you've got to state your house and business telephone numbers, and if you have no telephone at home you have to give the number of the nearest telephone. The Government ought to have thought of that when those experts were here. Hanged if I can see how it's going to be done. If you haven't a phone in the house do they expect you to start calling on your neighbours—a sort of house-to-house canvass—until you discover which of the dwellers in your district is fortunate, or unfortunate, enough to have one of these adjuncts to civilisation? Why, it will fill in our spare evenings for a week. I can see the Bill will be awfully popular. Anyhow, if it does come to pass that we have to comply with these particulars about our nearest phone, it wouldn't be a bad idea if all those with telephones in their houses put a card in their windows: "Telephone No. 7734," or whatever the number might be. Excuse pardon, Miss, "7734 Central." I should have said. The authorities apparently want to know what we can be called upon to do in a period of emergency. Say you're a bit of an acrobat in your spare time, then probably you would be wanted to help in the event of a lamp-lighters' strike in Kowloon.

Did you see that little bit about the P.W.D. twenty-five years ago in the *Telegraph* on Saturday? The writer tells us that they appear like "small globules of jelly which spend their lives in one monotonous round of seizing and destroying all with which they come in contact." They seem to have thought pretty highly of the P.W.D. in the "good old days." I was chatting with one of the old China hands the other day and I gathered that he thinks as much of them to-day as he did then. He was a quarter of a century ago. But as the old hand was a sailor and perhaps seldom comes ashore, his opinion doesn't count for very much, and maybe the other would change his mind if he could see the Colony to-day, with fine motoring roads in all directions, the reclamation scheme well under way and the rapid development generally that is taking place. But talking about the reclamation scheme, why do they choose the busiest time of the day to blast near the roadway? On Monday afternoon they were trying to dynamite a big stone which lay only a foot or two from the path. Something went wrong and the charge didn't explode apparently. For I noticed the stone a few hours later still intact. I should have thought a dangerous job like that would have been better carried out, say, in the early hours before many people are about. And, again, talking about blasting, there is much at the

### THE TYPHOON.

#### Ship's Thrilling Experience.

(From Our Own Correspondent.)  
Shanghai, August 9.  
The a.s. Andre Lebon has left for Hongkong after being for 48 hours at Wusung, waiting for the typhoon to pass over. The a.s. Ningshin is here from Foochow undamaged. She had on board foreign excursionists who report that on Sunday they spent a night of terror directly in the path of the typhoon. Two anchors were put out with seventy-five fathoms of chain, and the engines were going all night to prevent the steamer from drifting.

#### ARMED FOREIGN ROBBERS.

#### Escapade at Shanghai.

(From Our Own Correspondent.)  
Shanghai, August 9.  
Harold Kay, a river policeman, F. W. Davis and one other foreigner not yet caught, with five Chinese, armed, entered Foochow Road, and impersonated the police, robbing people of money, clothing and opium.

#### SHANGHAI RICKSHA STRIKE.

#### 3,000 Coolies Cease Work.

(From Our Own Correspondent.)  
Shanghai, August 8.  
The coolies employed by the Star Ricksha Company are on strike. The Company operates 3,000 of the 8,000 rickshas in the Settlement.

#### BASEBALL AT SHANGHAI.

(From Our Own Correspondent.)  
Shanghai, August 9.  
A baseball carnival is taking place here, with the Meiji University Fort Mills team from Manila, Peking Marines and the Yamaguchi Higher Normal College.

#### HEAT WAVE IN JAPAN.

#### Factories Suspending.

Shanghai, August 7.—There has been a great heat wave over Japan and the hinterland of North China, for weeks the temperature averaging over 100 in the shade, while for several days it was 115 at Tientsin and Peking. There have been numerous cases of prostration and mental derangement in Japan, where many factories are suspending work owing to the heat. The workers of Fukushima, an important Japanese silk centre, has requested a ten per cent. reduction in wages, out of sympathy with the employers, some of which are on the verge of bankruptcy owing to trade depression.—*Reuter*.

#### PEKING POLITICS.

#### Movements of Ministers.

Peking, August 8th.—Kao Ling-wei arrived in Peking last night. All the Cabinet Members attended a dinner given by Wang Chung-huai at the Kuo Wu Yuan last night. Wang Chung-huai attended the Ministry of Education this morning, afterwards meeting other Ministers at the Cabinet Office. Parliament meets this afternoon.—*Reuter*.

#### PRINCE ON HIS TOUR IN THE EAST.

The Prince of Wales on the 1st ult. paid a call on the Prime Minister at 10, Downing-street. There had been an understanding between them that his Royal Highness would pay this visit and have a chat about his travels with Mr. Lloyd George, who had already, on the Prince's return, expressed his keen interest in the Prince's experiences. The Prince stayed for an hour.

bathing beach at North Point some days when the tide is out, only its of a different nature. It's a pity some of those sharp stones can't be covered up or removed. But perhaps they can. Judging by the large number bathing most days, the P.W.D.'s efforts are appreciated, but in one or two directions there is room for improvement.







# FROCKS for SUMMER DAYS



SUMMER DAY FROCK OF SPRIGGED CHIFFON WITH THE NEW WIDE SHIRT



RIBBON TRIMMING AND EMBROIDERY USED ON THIS BLUE CREPE MODEL



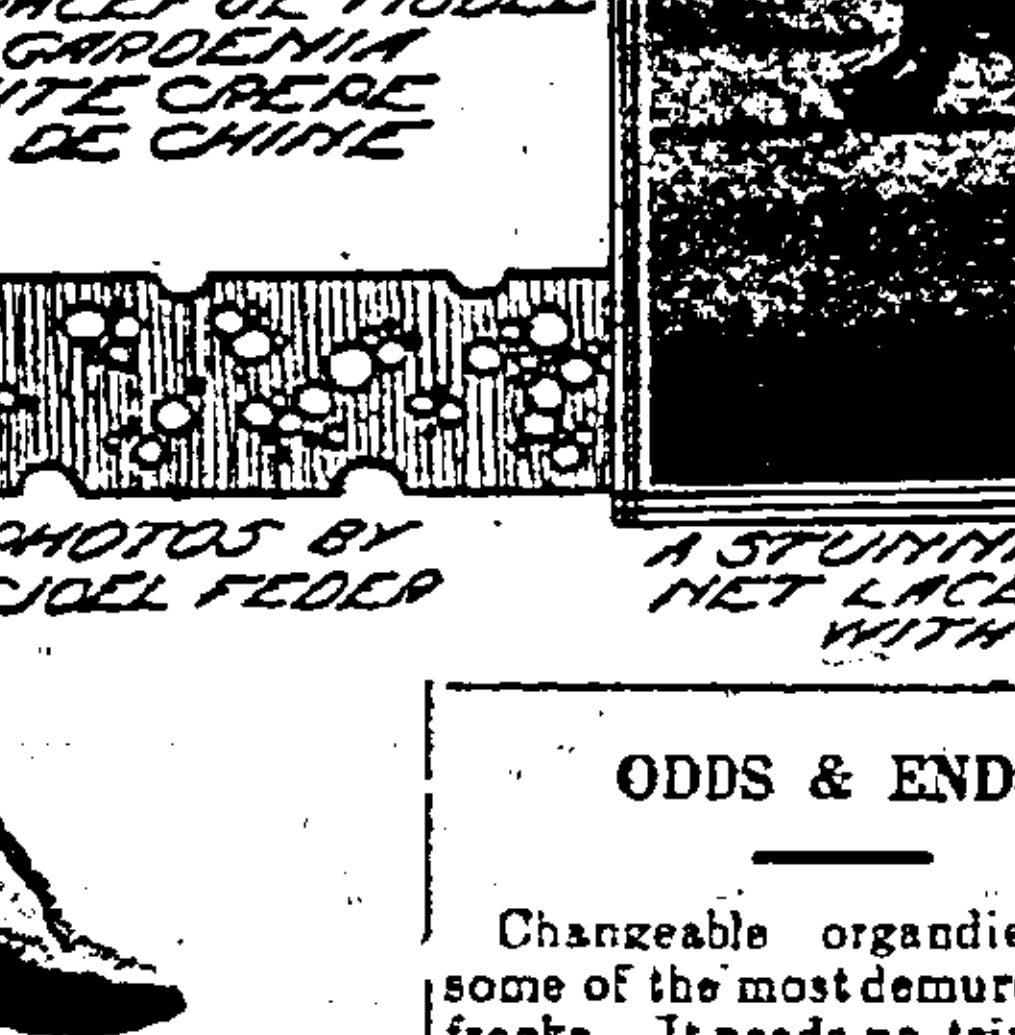
FROCK OF DOTTED GEORGETTE WITH BENT AND FLAUNCE



LACE FROCK OF BLACK CHANTILLY AND BEIGE GEORGETTE



GRACEFUL MODEL OF GARDENIA WHITE CREPE DE CHINE



PHOTOS BY CIGEL FEDER



A STUNNING WRAP OF ECRU NET LACE OVER MARCOT CHIFFON WITH BORDER OF FUR

THIS year summer frocks are so easy to make that two can be made in a week in the home without giving specially concentrated labour to the business. Fit is a negligible quantity now, for a frock is made of two long lengths seamed up the sides; the sleeve run in with the rest of the garment. And a sash or belt at a low waistline gives the right line, no matter whether you are tall and slim or short and stout, or have any other figure proportions.

## TRIMMINGS GIVE STYLE TO SIMPLE LINES.

If you can embroider, you put a deep border of wool embroidery on each sleeve of your linen frock—and behold it is trimmed! On neat little gingham you embroider fruit and flower motifs in gay colours. Organdies and lawns are put together with fine cording—an easy way to make a frock and much more speedy than setting in pin-tucks by hand. If you don't like to sew, you can have all seams hemstitched and all edges picot-finished, and formal frocks of crepe de chine and Georgette can be beautifully trimmed with lines of hemstitching. And there are ribbons! This year ribbons are much used for trimming summer costumes; they are used in straight bands, like braid; in gathered curly cues like soutache embroidery, in bindings for edges, and in festoons and loops. One of the frocks pictured has loops of ribbon caught up under tiny bows on sleeve and skirt. The frock is of periwinkle blue crepe de chine and the ribbons are darker blue. The girdle is of dark blue Georgette with flat clusters of blue and mauve flowers. An interesting trimming feature of this frock is the arrangement of scattered medallions of applique embroidery. These medallions are done in dark blue and black on periwinkle blue crepe, and the ribbon festoons meet the medallions at irregular heights on the skirt.

## FIGURED CHIFFONS ENCHANTING.

Any woman would covet the alluring frock of sprigged chiffon, with a wide skirt that is utterly graceful and makes skimp little tight skirts lose all their charm. This lovely frock—is of white chiffon sprinkled thickly with tiny lilac coloured posies. Tucked against the ends of the net fichu is a prim nosegay of lilac silk roses set in a frame of stiff, frilled lace; and streamers of lilac rib-

bon fall over the skirt. The low-crowned, broad-brimmed hat of leghorn is faced with white silk and is wreathed with clusters of lilacs and flat white roses. Here is the graceful, feminine surplice bodice again, with a soft fichu drawn down to the waistline. The skirt has five bouffes, each attached to a fuller one below with fine cording. A most excellent frock of black Georgette, dotted in white is pictured. Doubled bands of plain black Georgette trim the skirt and the sash is of the plain material. The flaring, slashed sleeve is also attached to the wide armhole with a band of plain Georgette. The waist is pintucked all across which makes it less transparent and the frock may be worn over a cool camisole of black silk, dropped from shoulder-straps; and a straight petticoat of the same silk. Note the extreme narrowness of hems on sleeve and skirt—giving an airy effect. And the straight width of material that forms the skirt is allowed to drop at one side in a soft drapery that gives the irregular hem line. With this cool, neat, smart and delightful summer frock are worn just the right accessories; pale grey silk stockings and black slippers, a string of white beads, and a formal little black hat trimmed with ospreys of horsehair.

## SANS SLEEVES THIS SUMMER.

The dropping of the skirt at one side is evidenced again in the white crepe de chine costume that is sleeveless. This skirt drapery is particularly simple and graceful. The side seam has been left open and the material weighted with loops of tiny white beads. The skirt material, drawn in soft folds around the hip and caught up at the left side is allowed to fall free, the bead-weighted edges drooping in graceful effect and giving the irregular hem line. Beads trim the bodice in simple but effective fashion and looped heads edge the armhole.

## LACE FOR SUMMER FORMALITY.

Two extremely formal summer costumes are pictured. One costume shows black chantilly lace draped with beige Georgette. Lace is very fashionable this summer and some of the handsomest frocks are made of it—in black, ecru or cream. The combination of black chantilly with pale ecru Georgette is especially distinguished and effective. A sash of wide black ribbon falls from the shoulder line at the back and the girdle is of cut jet.

In another illustration is shown a wrap for summer wear over formal frocks—a delectable wrap of ecru lace mounted over apricot tinted chiffon and bordered all around with soft taupe fox fur. Some of these airy wraps have marabout borders. Most lovely is a wrap of grey lace embroidered in silver, the lace dropped over grey chiffon and the border trimming of grey marabout.

## THIS WEEK'S RECIPE.

### Favorite Salad.

Two cups canned pineapple (cut in small pieces).  
1 cup finely cut cabbage.  
1/2 cup finely cut celery (may be omitted).  
1 green pepper (cut in strips).  
2 tablespoons pineapple juice.  
1/4 cup mayonnaise.  
2 tablespoons chile sauce.  
Mix all the materials and allow to stand until very cold. Serve on lettuce, adding a little mayonnaise on top if desired.

### BROOCHES IMITATE BASKETS.

Rather charming are inexpensive little brooches for wear with summer dresses; gay little brooches that imitate tiny baskets filled with bright flowers. The small basket is in lattice-work effect, of silver or of plated gold and the flowers are colour stones—imitation rubies, emeralds, turquoise, coral and so on, mingled with little leaves of greenish gold.

## GETTING PHOTOGRAPHED.

Why is it some people always take so well and other people are invariably maligned by their photographs? It's partly unself-consciousness, of course, that renders a likeness successful, but there are a good many other small points which make or mar the effect.

Faces should be carefully chosen. The tailor-made type of woman may look her best in a coat and skirt, but most people take best in the softer frame of a pretty frock. This should not be a shiny material—something flimsy like georgette is ideal. And, unless your arms and shoulders are quite perfect, choose afternoon rather than evening dress.

Have the hair shampooed a day or two beforehand, and waved if you usually do—otherwise a wave put in for the photograph will only look unreal. Then dress the hair as simply as possible, using a minimum of ornament. The same applies to jewellery worn round the neck or on the arms.

It's a temptation for the possessor of eyeglasses to discard them when being photographed, but it's a great mistake, for without them the eyes look strained and the whole face is altered in character. What's the good of a pretty result if friends say, disappointedly, "But it isn't you at all!—I should never have recognised you!"

The present fashion in photography is mostly for seriousness, but if it is decided that a gay expression suits you best, and you are asked to "Smile, please!" remember that the smile which is merely plastered on to the lips to order always looks fixed and unreal. It's a smile in the eyes that's wanted, and this can only be got by thinking of something that makes you happy. Do this, and your lips will take care of themselves, making the whole effect delightful and characteristic.

One of the latest innovations of Paris is the phosphorescent dress. It is obtained by arranging tiny electric bulbs on material that has a luminous quality. The effect, when the bulbs are lighted, is startling.

## THE NEW LINGERIE.

Simplicity is the keynote for "undies" at the present moment, colour and quaint stitchery lending variety.

Great-grandmother's sampler seems to have suggested some of the novel designs and stitches, which are generally carried out in silk or thread of a much deeper shade than the material of the dainty garments. Blanket-stitching finishes the edges.

Red, as ornamentation, is as popular for lingerie as for outer apparel, and fine lawn is embroidered with cross-stitch in scarlet.

Everything is in narrow pleats, of course, as ordained by Paris for some months past, which complicates the laundry process, but has the prettiest accordion-pleated effect. It is a good plan, before the articles are washed, to tack the pleats loosely into place, they can then easily be ironed back into their original lines, and much time and trouble is saved. Without these tiny pleatings the character of the garments is lost.

A pretty fashion is to imitate the pleating by tucks kept in position by French knots. These are easily ironed, and have much the appearance of accordion pleats. A charming trimming for lingerie is washing net put on in plain bands and buttonholes stitched down to the crepe de chine or lingerie material. A quaint cut out design can be followed or just straight lines.

Ribbon shoulder-straps to dainty lingerie garments are often not improved by washing, and it is tiresome to have to unpick them every time. A very simple device obviates all this. Thin cord, slips of narrow tape, or loops of button-holed silk may be placed where the ribbon straps are generally sewn to the garment, then the ends of the ribbons are slipped through, folded over and secured by tiny dress safety-pins. It is easy enough now to change the ribbons in a moment or two, merely by unpinning the four ends and drawing them through the loops.

## ODDS & ENDS.

Changeable organdie makes some of the most demure summer frocks. It needs no trimming, a large hat being the proper accompaniment.

Current red is a popular new shade. It is particularly liked for beaded frocks and in paillettes used on net. There's no doubt it is a dashing colour.

Plain and brocaded velvets and tinsel cloths will be the leading fabrics for Autumn gowns. Beaded velvet will be used extensively.

Clothes, it appears, are about to divide themselves into two general classifications—the long, tight ones, and the wide, full ones, richly and colourfully embroidered.

Six or seven inches from the floor is the correct skirt length in Paris and buyers predict that by Autumn that will be the standard here.

A new neckline noted on a Paris frock is an exaggerated bateau effect that falls off the shoulders on each side and is dropped an inch or so in front.

Much of the snappy new lingerie comes in pongee. Sometimes it is trimmed with colourful

## PATCHWORK POCKETS AND BAGS.

No greater novelty has made its appearance this season than the latest Parisian whim of trimming ordinary light or dark coloured cotton frocks with pockets and collars and hems made out of bits of bright coloured muslin and material pieced together in patchwork form, and outlined by embroidery stitches.

Paris has set her seal of approval upon this new style of trimming, and is using it with great freedom. For wear with dresses trimmed in this fashion, one finds some dainty handbags made of cotton and silk patchwork, with looped handles composed of strands of cotton cord, or chains of wooden beads. Long woollen tassels or fringes introduce a further touch of colour that makes bags of this type very gay and attractive.

Patchwork motifs and bands are also being used to trim coloured felt hats, which are every whit as popular this season as are those made of straw or the ultra-fashionable organdie.

The short sleeve holds undisputed sway in all summer frocks. There is being no attempt made to introduce long sleeves, even in dark dresses designed for the pinkest wear.

## SUMMER CLOTHES FOR KIDDIES.



For tiny girls there are straight little frocks of print, English dimity, gingham and chambray. Cretonne and black satin are also used and are likely to stand wear and tear. Straight short overalls for boys, made of chambray and khaki cloth are available to all every-day events.







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## COMMERCIAL NEWS.

YUNG YUAN BRICK CO.  
The registration of the Yung Yuan Brick Manufacturing Company has been granted by the Ministry of Agriculture and Commerce. It was organized by Mr. Ho Chen Ting and others.

## REDUCTION IN GOVERNMENT ESTABLISHMENTS.

Chatham Town Council have declined to accede to an appeal from Portsmouth and Plymouth, supported by the Go-port and Alverstone Urban District Council, to appoint a deputation to confer with the other dockyard towns as to concerted action by the three towns in approaching the Prime Minister on the special difficulties with which such towns are faced owing to the reduction in the Government establishments. Chatham have decided to appoint their own deputation to wait upon the Admiralty with the local members of Parliament and submit their own proposals as to shipbuilding.

## CHINA WOOD OIL.

The Seattle Chamber of Commerce states—Totalling 200,000 gallons, the first solid trainload of China wood oil to pass through the port of Seattle has arrived at Middlewest point in record time. The shipment was brought through this port by Messrs. Patterson, Boardman and Knapp, New York, importers, who have been handling China wood-oil importations in barrels via the Panama Canal route and the New York gateway. The success of the shipment through Seattle insures the routing of future cargoes through this port. The shipment was brought across the Pacific on the President Grant, one of the big shipping board lines operated by the Admiral Line. The wood oil was pumped direct from the ship's deep tanks into 22 tank cars in 9 hours.

## ORIENT PURCHASES OF AMERICAN FLOUR.

Wheat and flour receipts by water lines from Puget Sound for the cereal year, ended June 30, 1922, show a tremendous increase over shipments made last year, according to figures released by the Seattle Chamber of Commerce. Exports of flour for the seasonal year 1922 amounted to 2,212,345 barrels, as against 1,232,858 barrels exported last year. Wheat exports this year exceeded shipments made during the previous year by 4,330,991 bushels. The combined tonnage of wheat and wheat flour shipped to foreign countries from Puget Sound during the past seasonal year measured in wheat bushels of 60 pounds each means that more than 15 million bushels of wheat produced in the Pacific Northwest were exported. China was the largest buyer of flour, receiving 946,000 barrels or nearly half of the total foreign flour exports. Japan was the heaviest purchaser of whole wheat and flour taking 4,643,000 bushels of wheat and 417,000 barrels of flour, while the Philippines took 50,000 bushels of wheat and 197,195 barrels of flour.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition, Western Union and Watkins, Benthleys and Marconi.

Dock, Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians

## Kowloon Docks

No. 1. Length 750ft.

Breadth 86ft.

No. 2. Length 571ft.

Breadth 74ft.

No. 3. Length 264ft.

Breadth 43ft. 3in.

No. 1 Slip

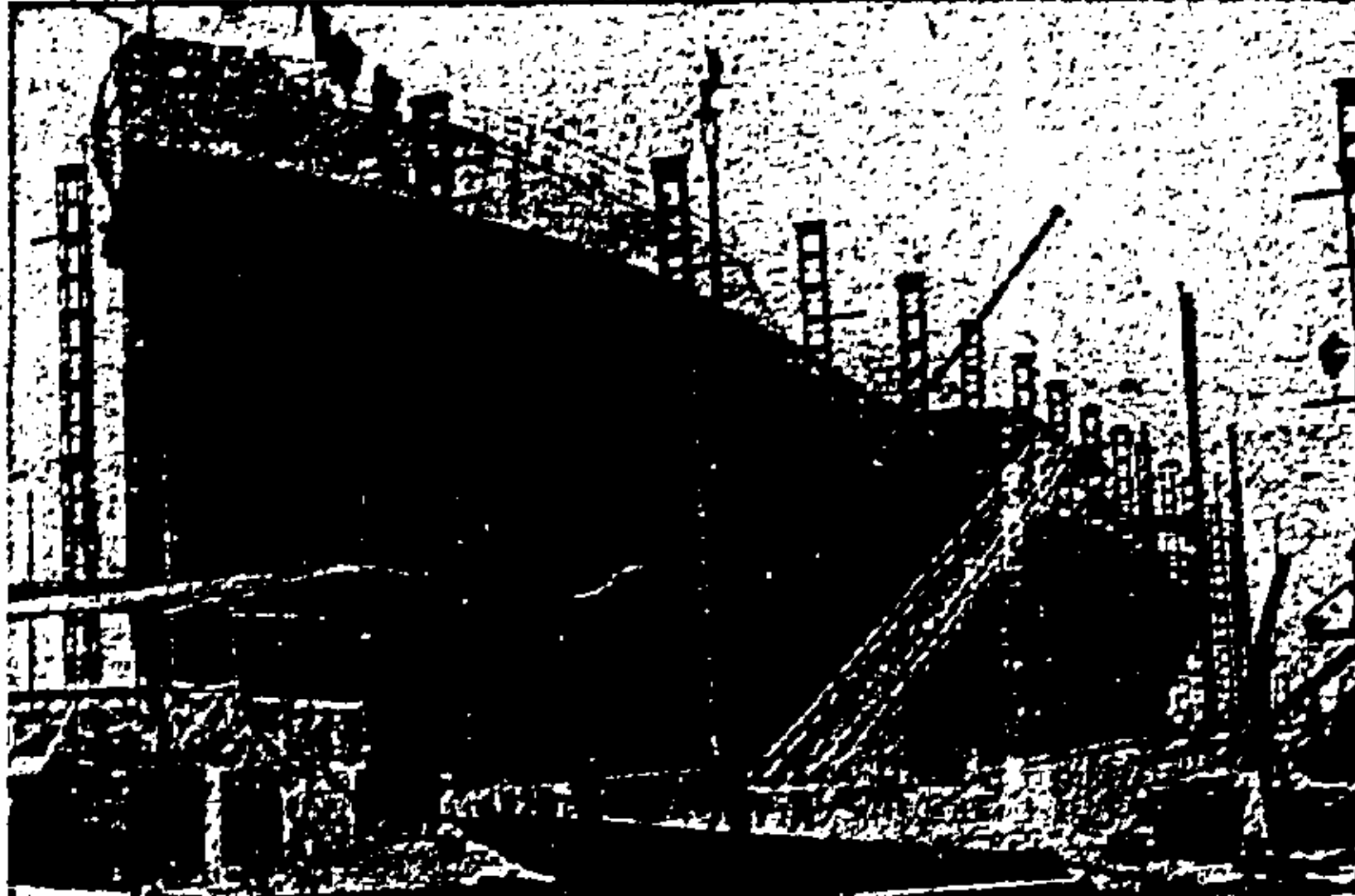
Length 243ft.

Breadth 60ft.

No. 2 Slip

Length 220ft.

Breadth 50ft.



## [Tai-Kok-Tau

COSMOPOLITAN DOCK

Length 466ft.

Breadth 65ft. 6in.

Aberdeen

HOPE DOCK

Length 455ft.

Breadth 64ft.

LAMONT DOCK

Length 332ft.

Breadth 50ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCK. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

COMPANIES INCORPORATED IN ENGLAND

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, SUEZ, ADEN, YEMEN, PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SARDINIA	6,684	15 Aug. 11 a.m.	Sta. Aden, P.S., M'les, L'don.
SICILIA	6,702	18th Aug.	S'pore, Pang. C'bo & B'bay
JEYPORE	6,580	29th Aug.	S'pore, Pang. C'bo & B'bay
DEVANHA	8,092	30th Aug.	M'les, London & Antwerp
NOVARA	6,850	13th Sept.	M'les, London & Antwerp
MACDONIA	11,000	27th Sept.	B'bay, M'les, L'don, Antwerp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

TANDA	6,956	19th Aug.	C'ia via S'pore & Penang
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**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	4,000	31st Aug.	Manila, Thurs. Island, Cairns, Trille, Brisbane, Sydney and Melbourne.
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**SAILINGS TO SHANGHAI & JAPAN.**

NOVARA	6,850	14 Aug. 10 a.m.	Shai, Moji, Kobe, Y'hama
TAKADA	6,919	15th Aug.	Shanghai & Japan.
KALYAN	9,000	28th Aug.	Shanghai & Japan.

Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.  
Passenger Messing 2-5 p.m. to 10 p.m. 2 1/2 x 1 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road, Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA &amp; JAPAN Service

OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENADE"	13th August.
S.S. "GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong	Disembarks
S.S. GLENSHANE	28th Aug. GOA, L'DON, A'WERR, R'DAM, H'BURG.	
S.S. GLENUCE	2nd Sept. GOA, L'DON, A'WERR, R'DAM, H'BURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex 23 and 356.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at Hongkong	Will leave at about	To
Tijmanoeck	Java	in port	9th Aug.	Amoy, Shai, D.
Tijlatjap	Java	in port	12th Aug.	Soerabaya
Tijsondani	N. China	12th Aug.	14th Aug.	Batavia
Tijpanas	Java	15th Aug.	21st Aug.	M'sar, S'haia
Tijalak	Java	16th Aug.	19th Aug.	Shai, Y'hama

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected at Hongkong	Will leave at about	To

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.  
KAGA MARU (Calling Keelung) Saturday, 16th Sept. at 11 a.m.  
IYO MARU (Nagasaki direct) Sat. 16th Sept. at 11 a.m.  
MARSEILLES, LONDON & ANTWERP via Singapore, &c.  
KAMO MARU ..... Friday. 18th Aug. at 11 a.m.  
KATORI MARU ..... Friday. 1st Sept. at 11 a.m.  
HAMBURG via LONDON, ROTTERDAM.  
LIMA MARU ..... Friday, 8th September.  
LIVERPOOL via MARSEILLES & GLASGOW.  
BENGAL MARU ..... Sunday, 3rd September.  
SYDNEY & MELBOURNE via Manila, &c.  
AKI MARU ..... Tuesday. 15th Aug. at 11 a.m.  
TANGO MARU ..... Tuesday. 19th Sept. at 11 a.m.  
NEW YORK via PANAMA.  
GENOA MARU ..... Beginning of September.

NEW YORK via Suez.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.  
HOMBAI via Singapore, Penang & Colombo.  
AKITA MARU ..... Thursday, 10th August.  
CALCUTTA via Singapore, Penang & Rangoon.  
CSAKA MARU ..... Friday, 18th Aug.  
NAKASAKI, KOBE & YOKOHAMA.  
TANGO MARU ..... Thursday, 17th Aug. at 11 a.m.  
SHANOHAI, KOBE & YOKOHAMA.  
BUYO MARU (Calling Keelung) Saturday, 12th August.  
KASHIMA MARU ..... Thursday, 17th Aug. at 11 a.m.  
For further information apply to—  
Telephone Nos. 292 & 293. **NIPPON YUSEN KAISHA.**  
K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON FOR NEW YORK &amp; BOSTON.

S.S. "EGREMONT CASTLE" ..... Sailing on or about 8th Aug.  
S.S. "DACRE CASTLE" ..... Sailing middle of September.

**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.  
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" ..... Sailing on or about 19th August.  
For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.  
S.S. "TRACIA" ..... Sailing on or about 5th September.  
Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" ..... Sailing 30th August.  
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1030.

Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	7th Aug.	12th Aug. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**  
(JOHN SWIRE & SONS, LTD.)  
Agents.

Telephone No. 36.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT &amp; PASSENGER SERVICE

HOMEWARDS.

Steamer	Sailing
City of Cambridge	Havre, London, Antwerp & Hamburg
City of Manchester	26th Aug. Marseilles, L'don, Antwerp & H'burg

Subject to change without notice.

For particulars of freight and passage rates apply to—

**THE BANK LINE, LTD.**

or to REISS &amp; Co. Canton

General Agents.

**SIAMESE STEAMSHIP COMPANY.**

Sailings from Hongkong—

For Steamers To Sail.

BANGKOK ..... Doen Samud

For further particulars apply to—

**BUTTERFIELD & SWIRE,**  
(JOHN SWIRE & SONS, LTD.)  
Agents.

Tel. 36.

**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing  
HAIPHONG via Hoihow Leesang Thurs. 10th Aug. at d'light.  
TTAO via S'ow & Shai Waishang Fri. 11th Aug. at noon.  
MANILA Yuensang Fri. 11th Aug. at 3 p.m.  
TTAO via S'ow & Shai Wingsang Sun. 13th Aug. at d'light.  
SANDAKAN Mausang Mon. 14th Aug. at noon.  
BANGKOK via Swatow Fooshang Tues. 15th Aug. at noon.  
TTAO via S'ow & Shai Tingsang Wed. 16th Aug. at noon.  
TIENTSIN Cheongshing Thurs. 17th Aug. at noon.  
STRAITS & Calcutta Leesang Sat. 19th Aug. at 3 p.m.  
KOBE Kumsang Mon. 23rd Aug. at noon.  
CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returns from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.  
SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.  
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.  
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.  
BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.  
TIENTSIN LINE—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chafoo.  
BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Laisang" will be despatched on or about Saturday, 10th Aug., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.  
For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone No. 215

General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail  
H'HOW, PHOI H'PHONG, Kailong 10th Aug. at d'light.  
AMOI & SHANGHAI Sinkiang 10th Aug. at 9 a.m.  
BANGKOK Kailong 10th Aug. at 5 p.m.  
SHANGHAI & TSINGTAO Kanchow 11th Aug. at 4 p.m.  
MANILA, CEBU & ILOILO Taming 12th Aug. at 4 p.m.  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE,**  
(JOHN SWIRE & SONS, LTD.)  
AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon, and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maichong	J. S. Thomson	FRI. 11th Aug. at 1 p.m.
Maichong	W. C. Patmore	TUES. 15th Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage apply to

**Douglas LaPraik & Co.,**  
General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. CHERIBON MARU Sailing on or about 10th Aug.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 22nd Aug.

For further particulars please apply to—

Tel. No. 2206.

Second Floor, Prince's Building.

**K. SUZUKI**  
Manager.

**SHIPPING NEWS.**

TO ASSIST ITALIAN SHIPYARDS.  
Rumours have been heard of the formation of a large shipbuilding consortium in Italy, which will undertake to handle and distribute subventions of raw materials, to those shipyards with orders in hand. The Government is understood to have voted 3.5 million lire, to be paid in three instalments, for the assistance of Italian shipyards.

**CHEAP SHIP-REPAIRING BY HOLLAND.**

Shipbuilding and ship-repairing are done more cheaply in Holland than in any other place in Europe, according to a recent announcement of the Netherlands Steamship Company. The shipbuilding estimates in Holland are 20 per cent cheaper than England and in a shipbuilding estimate presented in Antwerp recently by England, France, Belgium and Holland, the Dutch estimates were lowest. A shipbuilding yard in Rotterdam recently accepted the thorough repairs of the British steamer Turkestan 4,292 tons gross, of the Hindustan Steamship Company, New Castle, at abnormally cheap rates.

**AMERICAN MASTERS AND MATES.**

The Neptune Association of New York, an organization composed of officers of merchantment, reports that vessels are not available for 5,000 of the 22,000 American Masters and mates. Many of the men who handled ships under the United States flag during the war and the post-armistice prosperity already have abandoned the sea as a means of livelihood and others are seeking work. The Neptune Association has been informed by the inspector-general of the steamboat inspection service that on March 15, 1922, there were 21,899 licensed masters and mates as compared with 6,190 in 1914.

**WHITE STAR LINE'S STUDENT SCHEME.**

The White Star Line is again arranging for a further number of students to sail aboard their ships during the coming summer. Each student will sail as a supplementary engineer, and those holding students' membership of the Liverpool Engineering Society will in all cases be given the preference. The scheme provides that one student shall join each of the liners sailing from Liverpool between July 1 and October 5. The students will either take watch with the other engineers, or their duties be arranged to give them experience of dealing with certain auxiliaries and also in the running of engines and boilers. They will learn the various duties which engineers have to perform in the engine and boiler rooms, and will also take part in the overhaul of deck machinery. The departure made by the White Star Line last season proved of inestimable value in that it gave the student knowledge and experience which could never be gained in any engine works on shore.

**SHIPYARD'S MISFORTUNE.**

In common with the majority of shipyards in the United Kingdom the North of Ireland Shipbuilding Company, whose large and well equipped yard is situated in Londonderry, is at present practically at a standstill. It appears that this shipyard, which otherwise has much in its favour for the economical production of important tonnage, and which has turned out fine cargo and passenger ships, as well as very successful oil-tank steamers, since it was established in 1912, is now severely handicapped by the enormous rates for electrical energy which the Londonderry Corporation, with their monopoly in the district, are seeking to enforce. This undertaking was extended some years since, an interminable time was occupied in carrying out the extension, and the conduct of operations was characterized by such inordinate waste and extravagance that the somewhat doubtful device is being resorted to by the local authority of endeavouring to compel the shipyard to pay the paper, though it certainly did not call the tune. Contracts for new ships have actually been offered to the North of Ireland Shipbuilding Company by more than one of their best clients, but at figures which would only be economical if possible if those responsible for the good government of the city of Londonderry are prepared to look the facts of the situation in the face. Developments will be watched with interest; in the meanwhile it will be deplorable if employment of labour in the maiden city is discouraged by those whose undertaking is directly dependent upon this industry, who in turn rely so largely on the successful prosecution of the shipbuilding industry.

*Journal of Commerce.*



